



**Request for Proposals (RFP), Redevelopment of downtown Berkeley
City of Berkeley
8425 Airport Road
Berkeley, MO 63134**

The City of Berkeley is issuing a Request for Proposals (RFP) from developers or interested parties to redevelop the core of our Downtown, approximately 56 acres in area, located at the intersection of North Hanley and Airport Roads, and Madison Avenue, just east of Interstate 170. Developers or interested parties are invited to submit information regarding proposed uses for the site including concept, timetable, and financing.

Responses to this RFP are due by Friday, June 2, 2023 at 2:00 PM to the following address:

City of Berkeley
Attn: City Clerk
8425 Airport Road
Berkeley, MO 63134

Late responses will be returned unopened. Two (2) hard copies and one electronic copy (in pdf format) of your proposal are required. No email submissions will be accepted.

Following a review of the submittals, the City may invite respondents to discuss their proposal in person.

BACKGROUND

Early in the 1800's, the area which is now Berkeley became known as the fashionable area of St. Louis County because of its large country estates. These estates were settled by families with such famous names as the Wickhams, Seddons, Fordyce, Frost and Grahams.

In 1855 the Wabash Railroad was developed through the area. This place was first known as Kinloch; the business center was located at Graham Railroad Station on Wabash Ave. and Middleway in 1891. Graham Station became the center of activity in the area since during that time there was virtually no development in this part of the county. A post office was established in 1893. Near the turn of the century, Kinloch Park Subdivision was plotted into 25 ft. by 110 ft. lots. The subdivision took its name from the popular recreation area to the north of the Wabash Railroad, known as Kinloch Park Grounds, which was used for horse racing and picnic grounds. The real estate company responsible for this subdivision had excursion trains from St. Louis to Kinloch Park.

Just south of the municipality grew up an African-American settlement, and borrowed the name to become South Kinloch Park. White residents of Kinloch changed the name to Nuroad to distinguish it from South Kinloch Park. The name came from a phonetic spelling of "new road", because a new road ran through the town.

In the early 1900's the community began to expand. Large tracks of land were developed into subdivisions such as Kathmar Acres, which offered lots of one and two acres. The population increased, with steady development of new housing.

Much aviation history can be associated with what is now Berkeley. In 1910, the Aero Club of St. Louis built Kinloch Field. It was an L-shaped field located west of Graham Road near Frost Avenue. The first flight of a St. Louis-built airplane took place here on September 18, 1910, flown by Thomas W. Benoist. The first International Air Meet held in the United States took place at Kinloch Field in October 1910, and was attended by such famous persons as Orville and Wilbur Wright, Archie Hoxie and Theodore Roosevelt. During this air meet, Theodore Roosevelt became the first president ever to fly in an airplane. Today's aviation industry and the St. Louis Airport can be attributed to the early efforts of Benoist and Major A.B. Lambert, who got their start at Kinloch Field. The original 300-acre site is now part of Lambert-St. Louis International Airport.

The community experienced a steady growth during the 1920's and 30's. In 1937, Berkeley was incorporated; Berkeley Acres was the name of the subdivision from which it took its name. Housing development during the World War II years was slow; however, after the war, the housing boom hit Berkeley.

From 1940 to 1950, the population increased 104.4%, and from 1950 to 1960, when the most extensive development took place in Berkeley, the population increased 254.5%. During this same time, several large industries were developed in the area; including: McDonnell Aircraft Company, Wagner Brake Fluid Plant, the largest of its kind in the world, and Laclede Gas Company's Northwest Operations Center. Between 1960 and 1969, the population increased by 13% to 21,100. The 1970 decennial population recorded by the US Census would be the City's highest in history. The next 50 years would become a period of continuous population loss, from a robust 21,000 in 1970 to 15,922 in 1980, to 8,148 in 2020. While Berkeley continues to show negative population growth, its future is bright. The NorthPark industrial park has brought higher education, abundant professional office space and draw industries far and wide to the city. NorthPark is estimated to have added over 5,000 new jobs to the community.

Today, the situation downtown is largely unchanged from 15 years ago when the City's current Comprehensive Plan was written: several poorly maintained and/or vacant structures, lack of pedestrian-friendly shops, and poor design quality. Moreover, the City's population has continued to decline, and the retail power centers at St. Charles Rock Road and I-70 and West Florissant and I-270 have continued to grow. On the positive side, the Northpark industrial park is nearly built out, Lambert Airport traffic has held stable (and is mostly recovered from Covid losses), Airport Road is being rebuilt, and the new city hall and fire station called for in the 2009 Plan are

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done. Boeing continues to expand and build new projects, and shows no sign of slowing down.

With all this in mind, the City is in the process of changing the downtown zoning to address the still unmet needs of the 2009 Plan, and position downtown, and the City, as a destination for the next century. Several goals of the Plan are directly incorporated into this proposal: permitting mixed-use projects by right, increasing the building heights allowed, especially on Hanley Road, and incorporating exterior design standards for new construction. In addition, we are proposing to change some special uses to permitted by right, and to eliminate/reduce parking requirements.

THE OPPORTUNITY

The City of Berkeley is seeking an innovative individual or firm to design and implement a development plan for the core of the City’s downtown business district. The project site is the heart of Berkeley. It is bordered by Interstate 170, and is less than five minutes drive from Boeing Defense headquarters, Lambert St Louis Airport, the North Park industrial park, and the University of Missouri-St. Louis (see Figure 1).

The revitalization of downtown Berkeley is one of the City’s highest priorities. It is a key step in the long-term vision for creating economic opportunities in Berkeley as a whole. The revitalization of the downtown area includes plans for streetscape improvements, façade improvements, zoning updates, and marketing the area by highlighting proximity to key employment, education, and transportation centers.

POTENTIAL INCENTIVES FOR QUALIFYING PROJECTS

- Real Estate Property Tax Abatements
- Community Improvement District
- Tax Increment Financing
- Neighborhood Improvement Districts
- Low Cost/No Cost Land Options
- Build to Suit Scenario/Bond Financing
- Waiver of Municipal Fees and Charges
- Streamlined Permitting Process and Facilitation of Approvals
- Incentives Coordination and Assistance with Community Partners
- City assistance with property acquisition and parking development

THE SITE

The project area consists of the 6000-6200 blocks of the west side of North Hanley Road, Stella Court, Jo Court, the 8300-8600 blocks of Airport Road on both sides, going back 4 parcels deep on the intersecting side streets, and the 6100 block of Madison and Garfield Avenues (see Figure 2). There are multiple Zoning classifications on these blocks, which are shown on Figure 3. The City is currently rezoning this area to DT-1, ‘Downtown Core’, except for the west side of Airport Road, and Stella and Jo Courts, which will become DT-2, ‘Airport Frontage’. Hotels and restaurants will become permitted by right instead of Special Uses in these new Districts, and the height limit in DT-2 will be raised to 60 feet or five stories (with an option for a sixth) to facilitate hotel/office development in DT-2. Parking minimums will be eliminated in DT-1, and significantly reduced (with options for further reduction bonuses) in DT-2. Finally, mixed-use and accessory uses are all being permitted by right. These changes are being implemented to encourage high-density, walkable, pedestrian friendly development.

PROJECT OBJECTIVES

Proposals should enhance and reinforce the overall vision for Berkeley’s Downtown Business District. Proposed projects should produce a long-lasting development that projects a positive community image, increases the value of surrounding properties and add access to public convenience/services. Sustainable design elements are encouraged. Parcel consolidation and acquisition will be considered to achieve project objectives. The City is

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also willing to retain and maintain some of the property for public use, including parking or green space areas designated as part of the project.

The site represents a unique opportunity for a public-private partnership. The City may consider sale of the property for less than fair market value as a development incentive. The City may also consider tax increment financing, community improvement districts, or similar economic development tools to assist in development of the property.

Responsive proposals must demonstrate 1) successful experience with similarly scaled developments, 2) economic and social benefits to the City, and 3) consistency with applicable plans, regulations, and visions for the area. Proposals must include sufficient information and evidence of legal and financial ability of the respondent to carry out the project.

SUBMITTAL REQUIREMENTS

Two (2) hard copies and one (1) electronic copy (in PDF format) of the response must be submitted. Responses must include the following information:

- A) Team Qualifications
Name, address, telephone numbers, and e-mail addresses of the team or interested parties. Identify the individual(s) within the team authorized to serve as the spokesperson for the team.
Provide documentation demonstrating that the developer or interested parties are qualified to undertake the proposed project, including:
- B) Financial Information
Describe the financial strength and qualifications which would contribute to the feasibility of project completion.
- C) Vision Statement
Describe your vision for the project site. Be specific in describing the overall project, types of uses, quality of design, and financing. Explain your concept of a partnership with the City of Berkeley that would be used to achieve the vision. If applicable, explain, in detail, your plan to either renovate or demolish the existing building(s) on site and proposed buildings and uses. Include photographs of similar developments, renderings, or similar visual aides to demonstrate project objective.
- D) Description of Recommended Process
Describe a recommended process, timeline, and stakeholder responsibilities for the project in the event you are selected for the project. Please include a timeframe from concept development through construction completion.
- E) References
Provide at least three (3) references, including name, phone and email, employer, and project of reference.
- F) Questions
Questions regarding the RFP must be submitted to Elliot Liebson, Director of Planning and Development, at eliebson@ci.berkeley.mo.us by 3 pm on May 26, 2023. email inquiries only. All inquiries, and the City's response, will be shared with all potential bidders; the source of the original inquiry will not be shared.

EVALUATION OF RESPONSES

The City of Berkeley will consider each proposal to evaluate the feasibility of renovating the building or new construction, community benefits, and the overall ability to accomplish the City’s concept goals. Following the initial review, a short list of candidates will be generated for on site interviews. The City may ask potential candidates to demonstrate a financial commitment to the project.

Respondents who submit proposed plans must adhere to the goals and objectives of the 2009 Comprehensive Plan. The City will conduct a fair and impartial process for the selection of a development team upon satisfactory completion of the development objectives in the RFP. All decisions involving the City’s participation in the project, including incentives, financing, zoning and community improvement districts, TIF, and the project site are subject to review and approval by the Board of Aldermen. The City reserves the right to reject any and all proposals submitted in response to this request.





Figure 1: Project Site showing proximity to major regional anchors



Figure 2: Project Site closeup

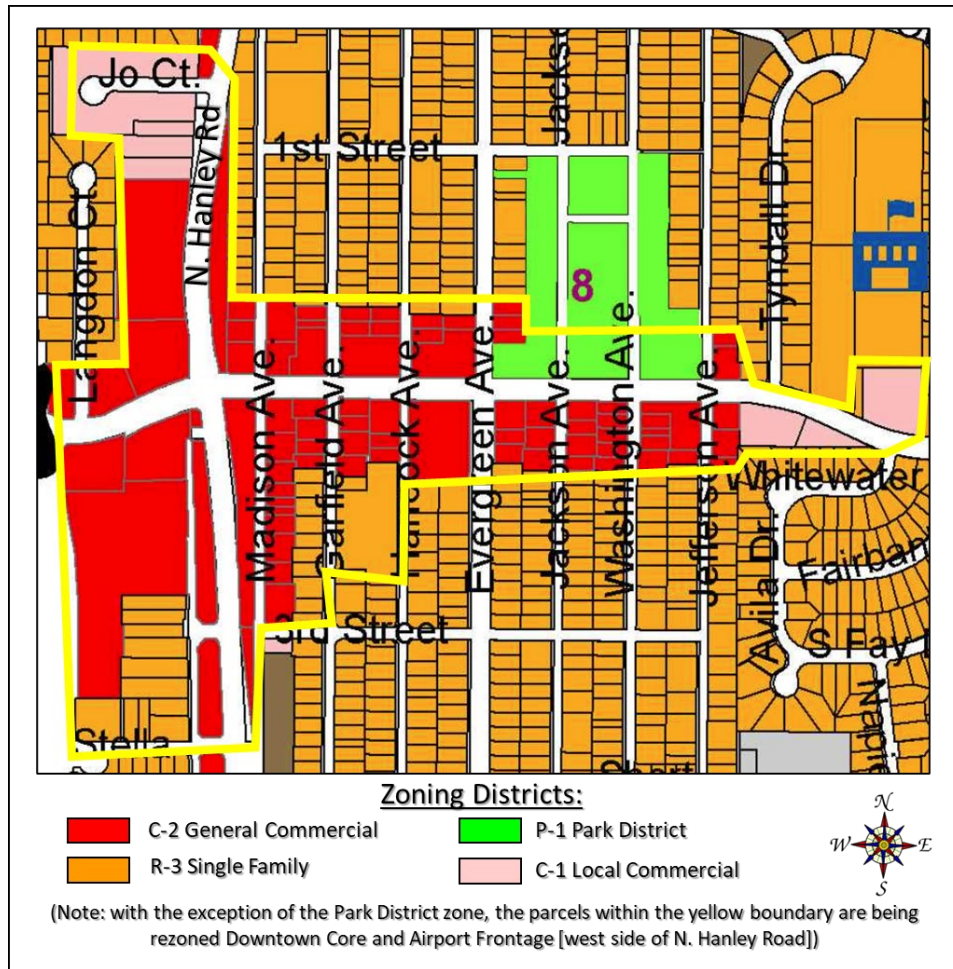


Figure 3: Project Site with current zoning.

PHOTOS OF PROJECT AREA



Vacant gas station and beauty salon across the street from City Hall.



Berkeley fire station and available commercial property next door.



Retail frontage, 8500 block Airport Road



Materials supply company 1/2 block west of City Hall



Former City Hall at Airport and North Hanley Roads



Headquarters of County Health Department (across N. Hanley from old City Hall)